

SIX DOLLARS
PER QUARTER

Summary

STEAMERS.
DOUGLAS STEAM-SHIP COMPANY,
LIMITED.
FOR SWATOW, AMOY AND TAIWANFOO
THE Company's Steamship

By order of the Board of Directors,
A. SHELTON HOOPER,
Secretary,
to the Hongkong Land Investment &
Agency Co., Ltd.
Hongkong, 27th November 1960

XMAS-TREE DECORATIONS.
SWEETS and BONBONNIERES,
Quality Superb. *Prices very moderate.*
 Open daily : (Sundays excepted) from 9 A.M. to 10 P.M.
No. 2, PEDDER'S STREET.

WALTER W. BREWER,
Sole Agent
for Hongkong and the Southern ports.

THE 3/3 L.L. American Ship
"SEA WITCH,"
betta, Master, will load here for the above
port, and will have quick despatch.
For Freight, apply to
RUSSELL & Co.

A CHICAGO nobleman, who has risen by raising hogs, gives unqualified assent to the theory that the pen is mightier than the sword.

THE Devil has a bigger interest in London than in any other city in the world and has no less than 5,000 of his brigade in practice there.

MESSRS. Adamson, Bell & Co. inform us that the "Shire" liner Denbighshire left Singapore for this port yesterday, and is due on or about the 4th prox.

A COOLIE named Yung Akem, was charged at the Police Court this morning with having stolen \$1,200 from the safe of his employer, one Chan Ching Fun, a shopkeeper in Queen's Road. The money was stolen yesterday, but was afterwards found by the police in the ceiling over the prisoner's head. Mr. Wise committed him to stand his trial at the next Criminal Sessions.

AN Ohio court has awarded a woman \$500 damages because a man kissed her against her will, while an Illinois court fined a man only \$15 for taking a similar liberty. Another illustration will show in a still more striking manner how the question of geography affects the financial valuation of women. Two young men loved the same Indiana maiden, and on several occasions they came near having a shooting match. The other day they got together on a business basis, and one offered the other \$15 for his chance, got it, and will marry the girl without delay.

THE HONGKONG BRICK AND CEMENT COMPANY, LIMITED.

On Saturday afternoon a number of shareholders, at the invitation of the directors, in the Hongkong Brick and Cement Company, Limited, paid a visit to the company's works at Deep Bay. The object of the visit was to afford the shareholders an opportunity of inspecting the work of the establishment in the manufacture of fire-bricks, drain pipes, paving bricks and tiles etc. The process of pipe making was carefully observed by Mr. A. W. Johnson, explaining every detail in a thorough and painstaking manner. Some pipes, a portion of a large order for Government, were inspected, and are acknowledged by experts to be superior to anything of the kind imported from Europe. From what we can gather the company is doing a large and rapidly increasing business; and, in fact, in a very healthy condition. We have much pleasure in congratulating the company upon its undoubted success.

THE FOURTH ORDINARY MEETING.

The fourth ordinary general meeting of shareholders in the above named company was held at the offices of the company this afternoon. There were present Mr. David Gillies (Chairman), Messrs. C. P. Chater, B. Coughtrie, E. L. Woodin, W. Wotton (Directors), G. Anderson, W. P. Kew, Geo. Fenwick, A. E. Skeels, H. James, G. Ray, W. H. Walker (Secretary) and several others.

The Chairman—Gentlemen, the report and statement of accounts having been in your hands for some time, we will, with your permission, consider them as having been read. The information regarding the position of the Company is so very fully detailed in the report that I have but little to add to it. You are all, probably well aware that a great deal of money has been lost in the initial stage of our business from the inexperience of our directors in the purchase of plant and the working of the clay on the company's property, but your Directors are glad to inform you that all our difficulties have now, in a great measure, been overcome that we have now passed from the experimental stage to one of active production, and that there is a steady and large demand for our manufactures at remunerative rates. The arrangements of the Company's plant and machinery has produced very satisfactory results, increasing the production very considerably, with a reduction in the cost of labour, but in consequence of the many large orders that are now coming in from the outside your Directors are of opinion that to enable us to cope with them, a further extension of our works will be necessary, inasmuch as the contract entered into with the Colonial Government will of itself keep the works fully employed for over 9 months. The extent of the increased facilities which the Directors recommend will consist of a series of four new kilns, one new pan mill, one new pipe machine to make up to 30 inches diameter and a new drying shed, making a sum of \$8,400; but in addition to this the Directors have already sanctioned the erection of one new kiln to complete the series, the fitting of a new set of galvanised iron over the pipe machine, and a set of 18 inch dies at an outlay for the whole of \$1,520. So that, altogether, a sum of about \$9,920 will be required for the proposed increase to our plant—but this expenditure will have to be met by a further call upon the shareholders. The directors will be glad to have the opinion of the shareholders on the subject of the "call." Only to-day a large order has come in by wire from Singapore, which will put pressure on the works. Had we sufficient means to execute all orders as they come along we should be able to make greater profits than is now the case.

Mr. Fenwick—Is it an order or merely a request for quotations?

The Secretary—It is an order to ship a large consignment of material to which is now in preparation for the same destination.

The Chairman—Very, that is it. I think a call of 3 p. per share will be sufficient to enable us to so extend our premises and increase the machinery as to be able to meet the ever increasing demand for our products.

Mr. Fenwick—Will there be much more expense in connection with the European quarters?

The Chairman—We propose to lay out \$3,000 altogether, and of that sum \$1,500 has already been expended.

Mr. Gough—Is the profit calculated up to the end of this year?

The Chairman—No, the kilns have cost us a good deal and there have been other expenses this year which are not taken into account. The new kilns are satisfactory and we are not likely to lose any more owing to faulty kilns. I have now to move the adoption of the report and accounts. Mr. Ray seconded and the motion was carried unanimously.

Messrs. W. Wotton and E. L. Woodin were re-elected directors, upon the motion of Mr. Coughtrie seconded by Mr. Skeels.

Mr. Anderson proposed and Mr. James seconded that Messrs. W. H. Potts and H. Harms be re-elected auditors for the ensuing year. Carried unanimously.

In acknowledging a vote of thanks, proposed by Mr. James, which was carried by acclamation, the Chairman said he regretted the report was not quite so good as he should have liked to hand to the shareholders. The Company had had a great deal of uphill work to contend

against, that was now overcome and he and the Board of Directors had hopes that the year 1891 closed they would have the pleasure of furnishing the shareholders with a most satisfactory report of the condition of the Company. (Applause.)

That concluded the business of the meeting.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

THE "NAMO" PIRACY.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."—SIR—We Britons, in our younger days, were taught to believe that England was "mistress of the seas," but most of us have lived to regard this as the falacy of falacies for here, right at the end of the 19th century, within a few miles of a so-called British colony and in broad daylight, a handful of miserable Oriental ruffians, aided and abetted by a passenger steamer, and with one exception all of them directed at vessels under the British flag, surely we must be, and undoubtedly are, the laughing stock not only of the civilized world but of those nations whose laws and customs we consider so much inferior to our own. When one has fully realized the fact that the Namoo piracy case is not a mere hallucination it seems the most rational thing in the world to wonder what steps are being taken to prevent a repetition of such disgraceful occurrences. Why are ships regarded by the public as well appointed and able to traverse the seas in safety, from such risks as piracy at least, sent to sea in the careless manner in which they are?

In the first place the complement of Europeans in the most of our ships is in the majority of instances, as is pointed out all over the ship. May I ask, by the way, if the saloon passengers on the Chinese coast are such a high-toned lot that the average British officer is not considered good enough to dine in the saloon, as they do in all the first-class passenger-ships out of home ports. If so what is the reason that Europeans are huddled away in the fore-cabin decks amongst a crowd of loafers, coolies &c., and shut off in time of need from all communication with the remaining few other foreigners in the ship. And again, what protective measure or means of defence are there on board the majority of coasting steamers? Little or none, I repeat. Why is this? Surely everyone will admit the necessity of such, unless it is that there is nobody to use them. Where European crews are not carried, I consider it is an imperative necessity that at least three officers should be carried not only for protective purposes, but for the mutual benefit of ship-owners, underwriters and the officers themselves. The powers that be, in this colony, have shown themselves in no favorable light, and if the abuse which has been heaped on the heads of the few defenceless men on board the Namoo was thrown in another quarter, everybody who is not unworthy the name of Briton in these islands would admit the justice of it. In conclusion let me add that it is a pity that the well-known master referred to by "Justice" in your issue of the 26th inst., was not in charge of the Namoo at the time of her disaster, for had he been, we would not now be mourning the loss of a favorite skipper.

Yours faithfully,
A COASTER.

Hongkong, 29th December, 1890.

N.B.—The last sentence is intended as sarcasm only.

THE KING OF OUTLAWS.

"It is as easy to hold up a train as to rob a hen's nest."

That was the theory of "Red Rube" Burrow, the "king" of train robbers, who was shot dead not long ago by a deputy sheriff in the little town of Linden (Ala.) while endeavouring to make his escape from the officers of the law. It was an original discovery on his part in the wilds of Texas and Alabama, for in all probability he had never heard that certain gentlemen living in the great centres of civilisation had found out more than two-thirds of a generation ago that the best of "holding up" was not a single train, but a whole railroad company, had been discovered to be quite as easy and far more safe.

"Red Rube" robbed more trains than any man living or dead. He began his career with a resolute determination to stand at the head of the profession. The stories of his achievements of Jesse James and of Redmond had filled him with the ambition to write his name in the annals of criminal daring; high above these desperadoes and he succeeded. He has gone out of the world, and more men killed and trains plundered stand to his credit than that of any other outlaw in all our history. At one period in his criminal career the Governors of three States vainly exerted every stratagem to capture him, and railroads and express companies have sent on his track the best trained and most fearless detectives they could employ. He succeeded, however, in eluding all pursuit, and was not captured until a few days ago in a house where he had sought shelter from a storm. He was a cold-blooded assassin as ever lived and richly deserved the fate that overtook him.

His last battle with the officers of the law given good ideas of the audacity and fearless ingenuity of the man. At 4 o'clock in the morning he awoke from a real or pretended sleep and demanded something to eat from the two guards who watched him. Being told there was none, he asked them to fetch from a corner in the room his small satchel, which they had neglected to search. Pulling back the spring, he plunged his hand into the bag and drew forth some crackers. His guards, one of whom was a negro, accepted his hospitality, and all began to eat. Down into the bag went the crackers, but two glittering pistols pointed at the heads of his guards. To the negro he gave the command:

"Untie me, and be quick about it."

He was untied.

"Now unlock the handcuffs on my wrists."

They were unlocked.

"Put them on that man."

In an instant they snapped on the wrists of the white deputy-sheriff. The scene is without a parallel, even in the pages of criminal fiction. The next command was "open the door," was obeyed with equal alacrity. Burrow took the key, ordered the negro out at the point of a pistol, and locked the door on the outside, leaving a

helpless prisoner within. His other two captives were asleep in the village, and one of them, Carter, had \$170 of Burrow's money. The negro under the threat of death, led the way to his room, and Burrow knocked loudly at the door.

"Who is that?" asked Carter. Burrow, in a whisper, directed the negro to answer.

"Tell him to get up quick, that McDuffy wants him at the jail," Burrow commanded under his breath.

Recognising the voice of the negro Carter opened the door.

"Where is my money? Give it to me at once," said Burrow, as he placed a pistol at the head of Carter. Springing back to the bed for his revolver, Carter and Burrow fired at one another the same instant. The ball from Burrow's pistol struck Carter in the left breast. Burrow was shot in the bowels. The outlaw found his way to the street, shooting the negro through the shoulder as he passed him. Carter pursued Burrow and the two men fired at each other until their revolvers were empty. The whole village was aroused and Burrow was found dead in the street and Carter and the negro dangerously wounded.

This robber and assassin, whose name has been a terror to thousands of people in Northern and Western Alabama for years, was only thirty-five years old. He was born in Lamar County, Alabama, in 1855, where his father still lives.

"Rube" was as good a boy as any man ever raised," said the elder Burrow to a reporter a year ago. And then the old man broke down and cried. "He was" continued the father, "a good worker. He ploughed and split rails and gave me little trouble. He never disobeyed a command in his life. He went to school at times and learned how to read and write and was tolerable at figures."

"When a boy of sixteen," said the outlaw to another reporter about the same time, "I went to Wise County (Texas), with an uncle. I went to farming and in a few years married. My father-in-law gave me some land, and on this I farmed until 1885 without any unusual occurrences. When a boy I had read the life of Jesse James, and I always had an ambition to equal him in daring deeds. But when I married I settled down to quiet farming." "He talked," says the reporter, "as smoothly as a scholar."

"My wife died," Burrow went on to say, "and I got in with a crowd of fellows in Texas who had robbed trains. They invited me to join them and I did not hesitate to do so and I ain't sorry for it. The first trip I took with the boys was up into the Indian Territory. We went there to rob an Indian woman of a wad of money we knew she had, and we didn't get it. Coming back in the Panhandle we struck a Texas Pacific train taking water. We got on it and went through the passengers. There were four soldiers on board, but they were so scared that nobody else. We didn't get much though—not quite \$200."

Burrow described in a cool, matter-of-fact way how a little later on they held up another train on the same road at Bend Brook and took \$4,000 from the express car. The following week they worked the same road a third time, but got only \$400. Burrow seems to have thought of retreating then, for he went home and married a second time. He did not, however, lead the life of a reformed train robber very long, and to use his own expression, he "soon wanted to get out again." This is Burrow's picturesque description of what followed:

"We got the boys together, took our Colt's shooting-irons, and went for the same road again at Gordon, Bromley covered the engine, while Nip, Jim, and myself lifted the cash from the express, and I always had a good hand being lifted against us. When Bromley got on the engine and covered the engine, it happened that he was the same fellow we had struck before, and though he was mad, he did as Bromley told him."

Burrow was now famous, or rather infamous, as an outlaw. Large rewards were offered for his capture, as high in the aggregate as \$7,000 or \$8,000, and half the sheriffs and marshals of Texas and Alabama were "on the watch" for him. But he was not in the least alarmed. On the contrary, the efforts for his apprehension seemed to stimulate him to fresh deeds of outlawry. In September, 1887, he and his "pal" Jackson robbed the southbound express on the Mobile and Ohio Road, just south of Buckskins, getting \$11,000 from the express company and a large amount of registered mail. In the language of the "profession" it was a "neat job." Burrow and Jackson jumped on the rear end of the engine, drew their pistols on the engineer, made him stop five miles out and uncoupled. They then went through the mail and express-car, and escaped before the passengers knew what had occurred. Before this robbery it is estimated that Burrow's train plunder amounted to more than \$40,000.

The law officers and detectives were now hot and eager in his pursuit. Towards the latter end of October, 1889, the Sheriff of Mount County (Ala.) heard that "Red Rube" and Jackson were at a farm near Brookville. With two men of the highest courage he rode within 100 yds. of the house and shouted "Hello!" The two outlaws immediately appeared in the doorway, but sprang back when they saw the gun leveled towards them. Burrow and Jackson reappeared in a moment with their rifles. "Rube" held one of the women of the house in front of him, and from behind her back took aim at the Sheriff, whom he warned not to approach. The officer and his aids hesitated, and "Rube" and Jackson began to retire towards the woods. At a distance of 600 yards the woman was released and Burrow opened fire on the Sheriff, and finally disappeared in the thick.

Next day a posse of fifty men were on the scene of operations. Burrow and his companion

EMPIRE PALE ALE. EMPIRE XXX STOUT. OCTOBER BREW.

IN SPLENDID CONDITION.

EMPIRE PALE ALE	PINTS.....Per Dozen \$ 1.50
QUARTS.....	1.00
GALL CASK.....	6.00
EMPIRE XXX STOUT	PINTS.....Per Dozen \$ 1.60
QUARTS.....	1.00
GALL CASK.....	6.50
	12.00

Carriage allowed for in full when returned.

SOLE AGENTS

HONGKONG TRADING CO., LTD.

LATE THE HALL & HOLTZ CO-OPERATIVE COMPANY, LIMITED.)

37 & 39, QUEEN'S ROAD, Hongkong, 27th December, 1890.

13.

had not made the slightest effort to escape. They were found in the centre of a field in a clump of trees. The officers forced a wide circle around them and began to close in gradually. When within 200 yards the outlaws opened fire, and Burrow sent a bullet through the forehead of one of the posse. This was answered by a harmless volley from the deputy sheriffs. Then Jackson fired. He clipped off a portion of the right ear of one of the posse. A second, third, and fourth man fell dead or wounded in a quick succession, and the Sheriff and his posse beat a quick retreat.

The sheriff next went to Birmingham for a supply of Winchester rifles and returned to the field with 150 men and a couple of bloodhounds. Arrived on the ground of the late conflict, the dogs soon struck the trail, and the small army of deputy sheriffs were shortly in full gallop behind them. Suddenly a shot rang out and a dog came yelping back wounded.

"That's them. We can get 'em now. Close in carefully, boys," cried the sheriff.

"Come on, I'm ready for you," was the defiant cry of Burrow, as he appeared in full view.

One hundred and fifty men hid in a second behind as many trees.

"Rube" began firing. The bullet struck the tree behind which one of the deputies stood, Jackson fired and a tree saved another life. The posse fired, but no one was hurt.

"You fellows go and learn to shoot," Burrow tauntingly shouted, as he and his companion started to walk away. As he disappeared in the trees he cried out, "Good-bye, boys; come and see me again."

The chase was abandoned for the day, and in the meantime Superintendents Ager and Fisher, of the Southern Express Company, arrived, with nearly forty picked men, half a dozen detectives and three bloodhounds.

The pursuit was resumed, but the force was thrown off the track by the plausible story of a mountaineer and Burrow had vanished. Burrow's narrow escapes from capture were almost innumerable. While on a train going to Montgomery the suspicious actions of himself and his brother attracted the attention of the conductor who telegraphed ahead to the police. Half a dozen officers disguised asked them when the train arrived at the station where they were going. Burrow, who saw through the disguise, replied that "they were looking for a cheap boarding-house."

"All right, I'll show you to one," said one of the policemen, and the start was made for the station-house. When within a short distance of it "Rube" gave a signal, and he and his brother started to run. The policeman fired and the brother fell wounded. A man who tried to stop "Rube" was shot through the chest. Burrow sought refuge in a negro's house that night, in the outskirts of the city. The place was surrounded by officers next day. Leveling their revolvers at "Rube," they called on him to surrender.

"Not to-day," he replied, as he started for a swamp to the accompaniment of whistling bullets. He was untouched.

Burrow differed from all other train bandits in the fact that he had no "gang." He did his work generally with the aid of one or two men. He is said to have been a splendid specimen of physical manhood; over 6 ft. in height and weighing 175 lb. Few men could outrun him and his marksmanship was superb.

Today's Advertisements.

DOUGLAS STEAM-SHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"FOKIEN,"

Captain Davis, will be despatched for the above ports, on THURSDAY, the 1st January, at DAYLIGHT.

For Freight or Passage, apply to DOUGLAS LAFRAIK & Co., General Managers.

Hongkong, 29th December, 1890. [1778]

THE PEAK HOTEL AND TRADING COMPANY, LIMITED.

NOTICE.

By a Resolution of the Board of Directors the Shares bearing the following numbers have been declared FORFEITED, and therefore are not negotiable:

1219/1248, 553/531, 2037/2127, 2127/2156, 2157/1775, 543/541, 2505/2525, 2771/2800, 3466/1505, 3466/3885, 227/301, 2816/2833, 382/395, 2070/1080, 3145/3155, 3166/3190.

By Order of the Board of Directors, J. WHEELEY, Secretary.

Hongkong, 29th December, 1890. [1778]

THE HONGKONG DIRECTORY.

ADVERTISEMENTS for the HONGKONG DIRECTORY will be received up to WEDNESDAY, the 31st instant.

THE HONGKONG TELEGRAPH Office.

For the H. H. Hongkong, 27th December, 1890.

DEPARTS Arrangements.

BANK HOLIDAY.

IN accordance with Ordinance No. 6 of 1875 Undermentioned BANKS will be CLOSED for the Transaction of Public Business on THURSDAY next, the 1st January. For the CHARTERED MERCANTILE BANK OF INDIA, LONDON, AND CHINA, F. ROWLAND, Manager, Hongkong.

For the CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA, T. WHITEHEAD, Manager, Hongkong.

For the HONGKONG & SHANGHAI BANKING CORPORATION, T. JACKSON, Chief Manager.

For the NEW ORIENTAL BANK CORPORATION, LIMITED, E. W. RUTTER, Manager.

For the COMPLOIR NATIONAL D'ESCOMPTE DE PARIS, L. GLENAT, Acting Agent. Hongkong, 29th December, 1890. [1779]

INSURANCE HOLIDAY.

THE Undermentioned Insurance Office will be CLOSED for the Transaction of Public Business on THURSDAY and FRIDAY next, the 1st and 2nd January.

JARDINE, MATHESON & Co., General Agents, Canton Insurance Office, Limited, General Manager.

Hongkong Fire Insurance Company, Limited, N. J. EDE, Sec. & Agent.

Union Insurance Society of Canton, Limited, W. H. PERCIVAL, Agent.

North China Insurance Company, Limited, W. P. RY, Secretary.

China Marine Insurance Company, Limited, H. HARMS, for the Liquidators, Chinese Insurance Company, Limited, (in Liquidation), RUSSELL & Co., Agents.

Yangtze Insurance Association, Limited, JAMES H. COUGHTRIE, Secretary.

China Fire Insurance Company, Limited, ADAMSON, BELL & Co., Agents.

Singapore Insurance Company, Limited, ROBERT BAIRD, Agent.

The Straits Insurance Company, Limited, The Straits Fire Insurance Company, Limited, Hongkong, 29th December, 1890. [1780]

"MOGUL" LINE OF STEAMERS.

NAGASAKI AND KOBE.

THE Steamship

"MOGUL."

Captain Johnson, will be despatched as above, on FRIDAY, the 2nd January, 1891.

For Freight or Passage, apply to ADAMSON, BELL & Co., Agents.

Hongkong, 29th December, 1890. [1776]

"MOGUL" LINE OF STEAMERS.

FOR SHANGHAI, KOBE, & YOKOHAMA.

THE Steamship

"LENNOX."

Captain Swinerton, will be despatched as above on or about the 4th January, 1891.

For Freight or Passage, apply to ADAMSON, BELL & Co., Agents.

Hongkong, 29th December, 1890. [1775]

"SHIRE" LINE OF STEAMERS.

FOR NAGASAKI, KOBE & YOKOHAMA.

THE Steamship

"DENBIGHSHIRE."

Captain Geyse, will be despatched as above on or about the 5th January, 1891.

For Freight or Passage, apply to ADAMSON, BELL & Co., Agents.

Hongkong, 29th December, 1890. [1777]

NAVIGAZIONE GENERALE ITALIANA (FLORIO AND RUBATTINO UNITED COMPANIES).

STEAM FOR SINGAPORE, PENANG AND BOMBAY.

having connexion with Company's Mail Steamers, to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES (LEGHORN), and GENOA; all MEDITERRANEAN, ADRIATIC, LEVANTINE, and SOUTH AMERICAN PORTS, up to CALAO. Taking Cargo at through rates to PERSIAN GULF and BAGDAD.

THE Company's Steamship

"BORMIDA."

C. Gavazzo, Master, will be despatched as above on SATURDAY, the 3rd January, 1891, at NOON.

At Bombay the Steamers are discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to CARLOWITZ & Co., Agents.

Hongkong, 29th December, 1890. [1773]

THE CHINA SHIPPERS' MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM ANTWERP, LIVERPOOL AND SINGAPORE.

THE Company's Steamship

"PINGSUEY."

having arrived from the above Ports, Consignees of Goods are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Office of the Undersigned before NOON on the 3rd prox, or they will not be recognized.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 3rd prox, at 4 P.M.

No fire Insurance has been effected, and any Goods remaining in the Godowns after the 3rd prox, will be subject to rent.

Optional cargo will be forwarded unless notice to the contrary be given before 10 a.m., TO-DAY.

Bills of Lading will be countersigned by ARNHOLD, KARB

